

The Cape Ann Quarterly

District 1NR, Flotilla 46 - Cape Ann

Volume 1 - Issue 3, 2014

Welcome!

Welcome to the Flotilla 46 - Cape Ann eNewsletter. The main goal of this publication is to enhance communications between elected and appointed flotilla staff and the general membership. Every three months we highlight the accomplishments of the previous quarter and broadcast flotilla-related events for the upcoming quarter. Members unable to regularly attend flotilla meetings can find some of the important, interesting and exciting goings-on here. In addition, annual member training requirements and flotilla member-submitted articles are included in these pages. So, welcome to *The Cape Ann Quarterly* - your eNewsletter.

Required Member Training

All Operations-minded Auxiliary members are required to complete a mandatory Team Coordination Training (TCT) annually, in order to maintain currency. The 4 hour TCT course is for Initial Qualification and 5-year currency, the 1 hour "refresher" TCT course is required annually. Check with your FSO-MT to determine whether you need the 1 hour course or the 4 hour course to remain current. Remaining qualified is every member's individual responsibility.

Upcoming Events

Oct 4th Flotilla 46 Fellowship Cookout, Station Gloucester

Date TBD - COASTSWEEP 2014, Beach Clean-Up

Dec 4th Division Change of Watch Ceremony



Commander's Corner



Auxiliary Operations is in trouble. In Division 4, the time logged annually on Marine Safety Patrols has dropped from an average of 783 hours for the years 2007 through 2009 to 149 hours in 2013, and only 125 hours logged so far this year. Division 4 is admittedly an extreme case, and Flotilla 46 is an extreme case within Division 4; but both are symptomatic of a national trend in the Auxiliary. The time logged nationwide has dropped from an average of 135,597 hours for the years 2007 through 2009 to 96,041 hours in 2013, and 70,178 so far in 2014.

Why do we need Auxiliary Operations? We teach some great boating safety classes. We do Vessel Safety Checks. We do Marine Dealer Visitations. We have Auxiliary chefs lending a hand at small boat stations. We assist with recruiting for the Academy. We have Auxiliarists standing watch in CommCenters. We assist the active duty Coast Guard in dozens of other ways. Why do we even need to get underway?

Find out on page 2.

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Auxiliary Operations (Commander's Corner, cont.)

The Auxiliary Operations Program is where we recruit and build our future. It is the one mission area most attractive to younger prospective members. In operations we build the experience and credibility that makes our instructors so effective. There are plenty of folks like me the in Auxiliary – Auxiliaries who were never motivated enough or confident enough to get up in front of a class until becoming experienced in operations. Spend enough time on the water, and you realize how important our boating safety classes are, and how much knowledge we have to give compared to the average boater.



Safety/security cordon operations during the War of 1812 Bicentennial in Boston Harbor. (J.W. Keyes)

We are now tasked with reaching out to recruit a more diverse membership – a membership more truly representative of this great country. We need to offer programs that will be attractive to groups that may not have a strong boating culture, and individuals who may not have the financial resources to be boat owners. Our Boat Crew Program is rigorous enough to safely bring even non-boaters into Auxiliary Operations. But to keep our boat crews qualified, and to build the experience that makes for

a well-seasoned instructor or vessel examiner, we need to have an active program with frequent safety patrols.

As the 2014 operational season winds down, Flotilla 46 stands at two years without a single Operational Facility patrol. I challenge all our members to think and plan how we can rebuild the program starting next year. We will need recruitment, we will need an active training program, and we will need boats. We face a formidable challenge, but we do have one enormous advantage. I don't think any one of you will argue with me; Gloucester has more mavericks, cranks, and eccentrics per square mile than anywhere else on the planet, and many of us are right here in Flotilla 46. When it comes to thinking out of the box, we've got it covered. Let's use some of those ideas.

Semper Paratus! – John B. Mellen, Flotilla Commander

Safe Boating Courses on the North Shore

by Ralph Milroy, FSO-PE

The June *About Boating Safely* (ABS) class offered in Ipswich was the third of three highly successful safe boating courses offered by Flotilla 4-6. This class had 28 participants. Based on the near capacity attendance of these classes, a fourth will be offered this fall.

For generations, recreational boating was heading down to the local pond and paddling across. Only since the late 1950's has technology made it economically possible for the general public to purchase a vessel capable of getting us away from shore and into trouble. In those days, Recreational Boating Safety (RBS) was learned through knowledge of your own mistakes.

Fast forward to today. You can purchase a new Personal Watercraft (PWC) capable of 60+ MPH and take you miles offshore for \$5,000.00. There are boatyards full of used boats, many of them free for the taking. This is indicative by the boating congestion we see on those summer weekends when the weather is nice. All too often, we see the

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Harbormasters and Coast Guard boats intervening in some activity which either created a hazard, or had strong potential to do so. Often, we read about the tragedies in the news.



Ralph Milroy (FSO-PE) and Paul Maglio (FSO-VE) lead 28 students through an *About Boating Safely* course in June of 2014. (J.W. Keyes)

Each year, the Coast Guard monitors and gathers Recreational Boating Statistics which highlight the leading causes of boating related injuries, deaths and costs. The data further goes on to provide how many were alcohol related, whether or not life jackets were used and types of boats on which these occurred. Analysis of this data is enlightening and serves to assist us to engage the public and improve the public education we provide.

It is not effective just to offer a course on boating safely. Unlike New Hampshire, Massachusetts does not have a mandatory safe boating education requirement. We can use statistics to show that tragedies do occur which are easily avoidable and they represent the majority of death and injury on the water. Information provided in the USCG Recreations Boating Statistics publication (COMDTPUB P16754.27), is well presented and is a great tool to promote recreational boating safety courses and initiatives in the on the North Shore.

Hollywood (and Germany) Comes to Gloucester

The original Eastern Point Lighthouse was erected in 1832 and lighthouse keepers lived on the property until 1985, when the light was automated. The grounds were then turned over to U.S. Coast Guard personnel stationed in Gloucester until a few years ago, when the buildings were vacated and boarded up. This Labor Day, however, Eastern Point Lighthouse buildings were again inhabited – at least temporarily.

For ten days, a mixed German/American film crew has renamed the location “East Point Marine Research Center” in order to film a German-language, made-for-television movie tentatively named, “The Ways of Love.” The lighthouse site, added to the National Register of Historic Places in 1987, offers the perfect mix of rustic charm and rugged beauty to act as backdrop to a story combining lost love and the mysteries of the sea. Securing the site for filming, however, required creativity and tenacity.



Eastern Point Lighthouse becomes East Point Marine Research Center during the filming of, “The Ways of Love” this September. (J.W. Keyes)

Eastern Point Lighthouse is an active Aid to Navigation (ATON) adjacent to an Audubon Society Wildlife Sanctuary and privately-owned property. As such, the film production company had to take into account several stakeholders when requesting permission to film on-location for the first

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ten days in September. Members of D1NR Public Affairs and ATONs teams were contacted by the USCG Motion Picture and Television Office the day before the Location Scout, Lorenzo Vigil, arrived; and work began in earnest. DDC-L Craig Hall requested Phil Karwowski (SO-PA, Division 4) and John Keyes (ADSO-PV, Sector Boston) act as liaison to the film company and ensure the process ran smoothly.

The liaisons first needed access to the location, in order to catalogue its condition and ensure its suitability for use; Station Gloucester granted access to the grounds and former Lighthouse Keepers' buildings. For a small consideration, the Mass Audubon Society approved the use of a section of their parking lot. Aids-to-Navigation Team (ANT) Boston had to be contacted for access to, and use of, the lighthouse itself. And finally, a Base Boston Facilities Engineering project had to be rescheduled to avoid conflict with the filming dates. Each of these hurdles could only be cleared with the cooperation of the host entities, the film production company, and the Auxiliary liaisons.

As filming got underway, the small liaison team ensured the proper and appropriate use of the grounds and buildings, maintained positive contact with the Location Manager, and confirmed the presence of after-hours security personnel. As filming concluded, and the site was returned to its former state, both the film crew and the Auxiliary liaison team had gained a greater appreciation for the work involved in successfully completing such an assignment. After ten days of filming, the bright lights and bustling activity were gone, and Eastern Point Lighthouse was returned to its solitude.



Left: The film crew sets up on Dog Bar Breakwater. Center: Mounting a camera on a lift for the lighthouse night shot. Right: Setting the scene for an inside shot. (J.W. Keyes)

Flotilla Accomplishments To-Date, 2014

- 963 hours recorded in AUXDATA
- 8 shore-side ATON Missions completed
- 3 Marine Mammal Observation Missions completed
- 2 VE/PV Member Workshops conducted
- 3 Public Education Courses delivered
- 84 RBS Partner Visits completed
- 24 Vessel Safety Checks completed
- 7 Public Affairs Events supported
- 1 Beach Cleanup Event hosted
- 1 new Operational Facility added
- Supported Operation Dry Water
- Supported Yellow Ribbon Program Event in Boston

Awards & Recognition

- Florence Surrette - Ten Year Membership Award
- Eugene Surrette - Ten Year Membership Award
- David Foss - Fifteen Year Membership Award
- Ralph Milroy - Vessel Examiner Re-Qualification
- Ralph Milroy - AUXFS Certification
- John Keyes - Diversity Training
- Scott Mellen - New Member Training

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Schooners Return to Gloucester, Again

The city of Gloucester, Massachusetts is arguably one of the most famous maritime cities in the nation, and it owes much of its fame to the many schooners once home-ported there. These majestic tall ships have been sailing in and out of Gloucester Harbor since the early 1700s. This Labor Day Weekend saw schooners returning to Gloucester for the 30th Annual Gloucester Schooner Festival. Schooner tours, fireworks, lobster bakes, a "parade of sails" and *The Mayor's Race* for the *Esperanto Cup* ensured large crowds ashore and afloat.

The festival provided a perfect public affairs vehicle for USCG Station Gloucester, but also increased the potential for on-the-water emergencies. The two dozen sailing ships drew thousands of spectators from around the country, hoping to see the vessels in action and to tour their decks. Dockage was at a premium; Station Gloucester opened its docks to visiting boats and its gates to visiting tourists. The added workload stretched crew capabilities, but Auxiliary volunteers from Divisions 4 and 5 arrived to fill the shore-side gaps.



Station Gloucester 47-foot Motor Life Boat 47303 manages traffic during the 30th Annual Gloucester Schooner Festival, Labor Day Weekend. The schooner in the distance is the 112' *Roseway* out of Boston. (J.W. Keyes)

Auxiliarists posted at the front gates of the station handed out Coast Guard and Auxiliary-specific literature, and answered questions related to the station. On the docks,

Auxiliarists gave tours of the 47-foot Motor Life Boat (MLB) and the new 29-foot Response Boat. And in the Communications Center, Auxiliarists were standing Radio Watch and on duty as the Officer of the Day (OOD).



John Flanagan (VFC Flotilla 4-15, Danversport) conducts tours of the 29-foot Response Boat aboard Station Gloucester, during the 30th Annual Gloucester Schooner Festival. (W.J. Bell, DSO-CS D1NR)

The Auxiliary presence during the busy Labor Day Weekend allowed the active duty boat crews to focus their attention on managing the crowded harbor area, the large race course area, and the influx of festival-related surface traffic negotiating the event. The weather was postcard-perfect

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and the crowds swelled. On the first day of the event alone, more than 530 visitors toured Station Gloucester, coming from as far away as mainland China.

The Auxiliary assistance aboard Station Gloucester was well received. "You guys are very much appreciated around here," BM1 Rick Bowen, Station Operations and Auxiliary Liaison commented, "You made the crew's life a lot easier, so thank you!" As the gates closed on Sunday afternoon, more than 800 visitors had toured the station and its vessels; bringing to a close another successful Public Affairs event, and once again proving the effectiveness of Team Coast Guard.

Commandant's Diversity and Inclusion Policy Statement

"I am committed to improving diversity within the Coast Guard. The Coast Guard's strength resides in its people and the different perspectives, talents and abilities they bring to the Service. We gain much from the ideas and viewpoints of a workforce that reflects the richness of American society. Recruiting drives the composition of our workforce but we must do more than just recruit effectively. Retention of a high performing, diverse workforce is paramount to secure our mission success. We must respect those who serve with us. We must leverage diversity and we must be inclusive in order to achieve the highest level of mission excellence.

We will create and sustain a climate where people of diverse backgrounds are included, valued and respected. We will capitalize on the differences that each brings. A diverse workforce stimulates innovation, new approaches, and fresh perspectives to solve complex organizational challenges. Our Service benefits greatly when we incorporate diversity at all levels of the workforce: active duty, reserve, civilian, and Auxiliary. Diversity ultimately enables us to better perform our challenging maritime missions.

We must strive to create a culture where all individuals have the opportunity to prosper, advance in their careers, and contribute to Coast Guard missions. Our Diversity and Inclusion Strategic Plan will guide our efforts to achieve these goals. I encourage each member of our workforce to become familiar with the plan located on our diversity and inclusion website <http://www.uscg.mil/diversity>.

Join me in my personal commitment to make our Coast Guard the Service of choice for all Americans who seek to serve our Nation."

Newsletter Submissions

Do you have an interesting story to tell? Submit it to the Flotilla Commander for review and inclusion in *The Cape Ann Quarterly* newsletter today. Mission successes, Auxiliary history, membership interest stories, and photographs are all welcome. Your story should be told.



Never too young for safe boating: Nine year olds Penny Keyes and Kaitlin Rattray stand proudly in front of their newly examined paddle craft. Little sister Emily Rattray (5 yrs) can't wait to have her own kayak. (J.W. Keyes)

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Lifesaving Trivia

This Quarter's Question: What Coast Guard Admiral was responsible for the creation of the U.S. Coast Guard Auxiliary seventy-five years ago? The answer will be revealed in the next issue.

Last Quarter's Question: During what years did the U.S. Coast Guard operate an Air Station on Ten Pound Island in Gloucester Harbor? *Answer:* 1925-1935.



U.S. Coast Guard Air Station Ten Pound Island, (left) U.S. Fish Hatchery (right), and Ten Pound Island Lighthouse (top), circa 1934. (Photo is courtesy of the Boston Public Library Archives.)

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